

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A7SW
Revision 3

WINDECKER
AC-7

May 26, 2009

TYPE CERTIFICATE DATA SHEET NO. A7SW

This data sheet which is a part of type certificate No. A7SW prescribes condition and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder Theodore R. Windecker
 110 Marina Village Cove
 Lakeway, TX 78734

TC Holder Record: Composite Aircraft Corporation transferred to Theodore R. Windecker February 12, 2009

I - Model AC-7, 4 PCLM (Normal Category) (Approved 18 December 1969)

Engine	Continental IO-520C Spec-6
Fuel	100/130 min. aviation fuel
Engine limits	For all operation, 2700 r.p.m. (285 b.h.p.)
Propeller and propeller limits	1. McCauley D2A34C58/90AT-6 Propeller Diameter: not over 84 in. note under 82 in. Pitch settings at 36 inch station: Low 9.7 degrees \pm 0.2 degrees High 25.8 degrees \pm 0.5 degrees 2. McCauley D-4082 spinner 3. McCauley C290D2/T16 propeller governor
Airspeed limits	(CAS) Va (Maneuvering) 136 m.p.h. (118 knots) Vno (Max Structural Cruise) 190 m.p.h. (165 knots) Vne (Never exceed) 234 m.p.h. (203 knots) Vfe (Flaps extended) 130 m.p.h. (113 knots) Vle (Gear extended) 150 m.p.h. (130 knots) Vlo (Gear operation) Extension 150 m.p.h. (130 knots) Retraction 130 m.p.h. (113 knots)
C.G. range (Landing gear extended)	(+96.1 at 2500 lb. +99.4 to 106.0 at 3400 lbs. Straight line variation between points given. Moment change due to retracting landing gear, +1017 in-lbs.
Empty wt. C.G. range	None.
Datum (Zero):	59.65 inches forward of the steel firewall at the front face of wheel well flange.
Leveling means	Front seat tracks.
Maximum weight	3400 lbs.

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No. of seats	4																					
Maximum baggage	120 lbs. (+167 in.)																					
Fuel capacity	86 gallons																					
Oil capacity	12 qts.																					
Control surface movements	<table><tr><td>Wing flaps</td><td>$25^{\circ} \pm 1^{\circ}$ takeoff</td><td></td></tr><tr><td></td><td>$45^{\circ} \pm 1^{\circ}$ landing</td><td></td></tr><tr><td>Ailerons</td><td>Up $17^{\circ} \pm 1^{\circ}$</td><td>Down $10^{\circ} \pm 1^{\circ}$</td></tr><tr><td>Elevator tab</td><td>Up $4^{\circ} \pm 1^{\circ}$</td><td>Down $10^{\circ} \pm 1^{\circ}$</td></tr><tr><td></td><td>- 0°</td><td>- 0°</td></tr><tr><td>Elevator</td><td>Up $22^{\circ} \pm 1^{\circ}$</td><td>Down $22^{\circ} \pm 1^{\circ}$</td></tr><tr><td>Rudder</td><td>Right $25^{\circ} \pm 1^{\circ}$</td><td>Left $25^{\circ} \pm 1^{\circ}$</td></tr></table>	Wing flaps	$25^{\circ} \pm 1^{\circ}$ takeoff			$45^{\circ} \pm 1^{\circ}$ landing		Ailerons	Up $17^{\circ} \pm 1^{\circ}$	Down $10^{\circ} \pm 1^{\circ}$	Elevator tab	Up $4^{\circ} \pm 1^{\circ}$	Down $10^{\circ} \pm 1^{\circ}$		- 0°	- 0°	Elevator	Up $22^{\circ} \pm 1^{\circ}$	Down $22^{\circ} \pm 1^{\circ}$	Rudder	Right $25^{\circ} \pm 1^{\circ}$	Left $25^{\circ} \pm 1^{\circ}$
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Manufacturer's serial numbers	#3 and on.																					
Certification basis	Part 23 of the Federal Aviation Regulations effective 2-1-65 as amended thru Change 6. Also FAR 23.1351(b) (2), (3), and (4) of Amend. 23-7 effective 14 September 1969. Type Certificate No. A7SW issued 18 December 1969. Application for type certificate dated 6 July 1967.																					
Production basis	None. Prior to original certification of each aircraft an FAA representative must perform a detailed inspection for workmanship, materials and conformity with the approved technical data, and a check of flight characteristics.																					
Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. In addition, the following equipment is required:																					

(a) FAA approved flight manual, Revision C dated 29 April 1971.

NOTE 1. The current weight and balance report including list of equipment included in certificated empty weight, and loading instructions, when necessary, must be provided for each aircraft at the time of original certification. This certified empty weight and corresponding center of gravity location must include unusable fuel and unusable oil.

NOTE 2. The following placards must be displayed:

a. In clear view of the pilot:

THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS, AND MANUALS.

THIS IS A NORMAL CATEGORY AIRCRAFT APPROVED FOR DAY-NIGHT/IFR-VFR OPERATION. FLIGHT UNDER KNOWN ICING CONDITIONS IS NOT APPROVED.

Maximum speed for landing gear extended - 150 m.p.h. (130.0 knots)

Maximum speed for landing gear operation -

Gear extend 150 m.p.h. (130 knots)

Gear retract 130 m.p.h. (113 knots)

Design maneuvering speed - 136 m.p.h. (118.0 knots)

Demonstrated crosswind velocity - 21 m.p.h. (18 knots)

No acrobatic maneuvers, including spins, are approved. Refer to AFM emergency procedures section for inadvertent spin recovery techniques. (Nonacrobatic operation includes any maneuver incident to normal flying, stalls (except Whip Stalls), Lazy Eights, Chandelles, and Steep Turns, in which the angle of bank is not more than 60 degrees.)

- b. On or near fuel filler cap:
Minimum grade fuel - 100/130 octane.
Usuable fuel tank capacity - 43 gallons
- c. On or near door vent window:
Do not open foul weather window above 150 m.p.h. (130 knots)
- d. At Flap Indicator:
0 degrees to 25 degrees take-off (range color coded with light gray)
25 degrees to 45 degrees landing (range color coded with white) 130 m.p.h. maximum.
- e. Between baggage compartment and soft goods compartment:
Soft Goods Compartment Limit:
ONLY soft articles may be carried in shelf area.
Maximum allowable load - 10 lbs.
NOTE: For more complete information, refer to weight and balance data sheet.

Baggage Compartment Limits:
ONLY baggage may be carried in this area.
Use baggage net.
Maximum allowable load - 120 lbs.
- f. At alternate static air control:
Alternate
Static Air

Turn counter-clockwise to open static system drain.
- g. On control lock:
Remove before starting engine.
- h. On landing gear release valve:
Emergency gear release turn counter-clockwise.
- i. On Center Floor Console:
Emergency Landing Gear Extension
 1. Retard throttle to closed position.
 2. Close cowl flaps.
 3. Set up 90-100 m.p.h. glide.
 4. Pull out landing gear circuit breaker.
 5. Open hydraulic release valve completely.
 6. Pump elevator control moderately to swing nose gear into position. (An audible thump will indicate a down lock on the nose gear.)
 7. Check for gear down light.
 8. If no gear down light--pump rudder control left and right moderately to pull main gear into down lock position.

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